

entitled "An Act to provide for the alteration of certain bridges over navigable waters of the United States, for the apportionment of the cost of such alterations between the United States and the owners of such bridges, and for other purposes" (33 U. S. C., sec. 511), are amended to read as follows:

54 Stat. 497.

"The term 'bridge' means a lawful bridge over navigable waters of the United States, including approaches, fenders, and appurtenances thereto, which is used and operated for the purpose of carrying railroad traffic, or both railroad and highway traffic, or if a State, county, municipality, or other political subdivision is the owner or joint owner thereof, which is used and operated for the purpose of carrying highway traffic.

"The term 'bridge owner' means any State, county, municipality, or other political subdivision, or any corporation, association, partnership, or individual owning, or jointly owning, any bridge, and, when any bridge shall be in the possession or under the control of any trustee, receiver, trustee in bankruptcy, or lessee, such term shall include both the owner of the legal title and the person or the entity in possession or control of such bridge."

SEC. 2. Section 6 of such Act of June 21, 1940 (33 U. S. C., sec. 516), is amended by striking out the following: "Provided, That the part of the cost of alteration of any bridge for both highway and railroad traffic, attributable to the requirements of traffic by highway, shall be borne by the proprietor of the highway:"

SEC. 3. In the administration of this Act, hearings and other procedures shall be exempted from the provisions of the Administrative Procedure Act (60 Stat. 237), except as to the requirements of section 3 thereof.

5 USC 1001 note.

SEC. 4. Section 13 of such Act of June 21, 1940 (33 U. S. C., sec. 523), is amended by striking out the words "used for railroad traffic".

Approved July 16, 1952.

Public Law 565

CHAPTER 890

AN ACT

To amend the Act of February 7, 1905, as amended, authorizing the Kensington and Eastern Railroad Company to construct a bridge across the Calumet River.

July 16, 1952
[H. R. 8190]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act of February 7, 1905, as amended, authorizing the Kensington and Eastern Railroad to construct a bridge across the Calumet River, is amended to read as follows:

Calumet River
bridge.
33 Stat. 703.

"SECTION 1. The Kensington and Eastern Railroad Company, a railroad company organized under the laws of the State of Illinois, its successors and assigns, are hereby authorized to construct, maintain, and operate a bridge across the Calumet River in the northeast quarter of the northwest quarter of section 36, township 37 north, range 14 east of the third principal meridian, in Cook County, Illinois, at a point about three hundred and fifty feet south of the north line of the said section, the said point being about eight-tenths of a mile upstream from the bridge of the New York, Chicago and Saint Louis Railroad Company, located near Hegewisch, in the State of Illinois.

"SEC. 2. The bridge authorized by section 1 of this Act may be either a drawbridge or a fixed bridge as approved by the Chief of Engineers and the Secretary of the Army: *Provided*, That changes in type,

design, and location of such bridge may be made, upon approval of plans for such changes by the Chief of Engineers and the Secretary of the Army.

"SEC. 3. The bridge authorized by section 1 of this Act shall be maintained and operated according to existing law as contained in chapter 11 of title 33 of the United States Code and all rights granted thereunder are hereby expressly reserved.

"SEC. 4. The Kensington and Eastern Railroad Company may sell, assign, transfer, and mortgage all of its rights, powers and privileges under this Act; and its successors and assigns, and any corporation to which such rights, powers, and privileges are sold, assigned, or transferred, or which acquires the same by mortgage foreclosure or otherwise, may exercise the same as fully as though conferred herein directly upon such corporation.

"SEC. 5. The right to alter, amend, or repeal this Act is hereby expressly reserved."

Approved July 16, 1952.

Public Law 566

CHAPTER 891

AN ACT

July 16, 1952
[H. R. 8194]

To amend an Act approved May 26, 1928, relating to a bridge across the Mississippi River at Bettendorf, Iowa.

Mississippi
River bridge, Bett-
endorf, Iowa.
45 Stat. 761.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 7 of the Act approved May 26, 1928, is hereby amended by adding at the end of the section the following: "Any State or public agency or political subdivision thereof that may have originally constructed said bridge as assignee of the rights, powers, and privileges conferred by this Act, and any State or public agency or political subdivision thereof that may have succeeded to the rights of such assignee and that may have taken over or acquired said bridge, is hereby authorized, and subject to approval of the pertinent plans by the Chief of Engineers and Secretary of the Army, to enlarge and reconstruct said bridge and approaches, including the construction of a separate but adjacent span across the Mississippi River and approaches thereto with interconnections with the original span, and to continue to charge tolls for transit over such bridge as so enlarged and reconstructed, subject to the limitations expressed in section 3 hereof, to provide a fund sufficient to pay the cost of maintaining, repairing, and operating the bridge and its approaches as so enlarged and reconstructed under economical management and to provide a sinking fund to amortize the cost thereof including interest and financing cost, as soon as possible under reasonable charges, but within a period of not to exceed thirty years from the date of completion of such improvements, and after a sinking fund sufficient for such amortization shall have been so provided, such bridge and adjacent span shall thereafter be maintained and operated free of tolls in accordance with such arrangement as may be mutually agreed upon by the public agency or political subdivision then owning said bridge and the State Highway Departments or other appropriate authorities of Iowa and Illinois, and, in connection with any such enlargement and reconstruction of said bridge and approaches thereto, shall have the right and power to enter upon and acquire, condemn, occupy, possess, and use such real estate and other property as may be needed upon making just compensation therefor to be ascertained and paid according to the laws of the State in which